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#### Sch. Yakima Spoken.

Capt. John Olson of sch. John Hays Hammond reports speaking sch. Yakima on Quero bank recently.

#### Bucksport Schooners Will Fit Here.

The Bucksport, Me., schs. Hiram Lowell and Gladiator, which are now here, will fit out for dory handlining here instead of going back to their home port to fit out.

#### Crew Shared \$35.50.

The crew of sch. Moaniam, Capt. Hugh Quinlan, shared \$35.50 as the result of their recent short haddocking trip.

#### LANDED SICK MAN.

Sch. Clintonia of Southern Seining Fleet in at Delaware Breakwater.

Sch. Clintonia, Capt. Ralph Webber, put in at the Delaware breakwater yesterday and landed one of her crew, Jerry Daniels of this city, who was quite ill and was hurried to the hospital for treatment. The Clintonia has been out from here two weeks, and must have had very hard weather. Capt. Webber made no report as to mackerel, and evidently came in port for the sole purpose of landing his sick man.

#### The Scotch Beam Trawlers.

The Clark's Harbor, N. S., Coast-Guard says editorially:

"The secretary of the Montreal fish combine did not score much of a point in pleading for his steam-trawlers in his letter to the fisheries department. No doubt he thought its contents would never come to light, but when it was read in the Commons the other day, it became a fair mark for criticism. Mr. Brittain will discover that the fishermen of Canso, with their unimproved methods can read and write as well as those of Grimsby, and perhaps better.

"Anyhow, some of his statements, so it would seem, were calculated to mislead the unwary. His boats were by no means at the head of the list in landing haddock, neither did his prices go up and stay at a 'better figure than ever before.' The cat is not out of the bag. His inducement was only held out to the fishermen to supplement his trawler catches which were short, and two days were enough to produce a glut.

"It will be remembered that the Scotch herring drifter when operating off Cape Sable, had to fall back on some such expedient. In order to get enough fish for a demonstration in curing, the local men were called in to hand over their hauls at a fair price for a single day. But the pay was not forthcoming for months. These 'improved methods' from the Old-Country are awfully 'fishy.'"

#### Poor Herring Season at Nanaimo.

So poor have been the catches of those engaged in the herring industry at Nanaimo this season that many fishers will end the year in debt while others barely made expenses. No year in the history of the herring industry has been so disastrous as the season that closed March 1st.

Approximately 7000 tons of herring were caught and cured this season against 28,000 tons last year and the season was almost six weeks behind that of last year.

One fisherman, who was engaged in the herring industry for more than 10 years, attributes the poor run and the depth at which the fish were found to the increasing number of gasoline launches continuously cruising on Despard Bay and Pender Harbor. These noisy little boats, it is said, frighten the fish into deeper water beyond the reach of the seines.

Prices ranged from \$1.50 to \$1.65 for herring brought to the curing establishments this season. This is a slight increase over last year's market figures.

After the fish are salted and cured they are shipped to Seattle and Tacoma and transferred to outbound liners for the Orient, where the product finds a ready market.

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#### Alewives at Edgartown.

A big haul of alewives was made at Edgartown, Mass., Thursday, and soon the Georgesmen and halibuters will be going "over the Shoals" for fresh bait. A message to the Times from its Edgartown correspondent states that on Thursday 11,000 alewives in count were taken at one draw, a fine haul indeed.

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#### Lunenburg Salt Bankers.

Sailings of salt bankers from Lunenburg, N. S., on Wednesday were: Schs. Amelia, Watanga, Alhambra, Shamrock, Hiawatha, Oregon, Eldora, Madeira, Novelty, Nahuda and Ronald G. Smith.

## TWO TRIPS FROM BOSTON.

### NO FISHING ARRIVALS FROM OFFSHORE AT THIS PORT.

There are no arrivals here today from offshore. Yesterday afternoon sch. Esperanto came down from Boston with 35,000 pounds of fresh fish, and during the night, sch. Frances P. Mesquita also came down with 60,000 pounds, mostly codfish. The shore boats did not go out during the night and this morning were still fast at the wharves, as it was blowing quite hard outside.

#### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Esperanto, via Boston, 35,000 lbs. fresh fish.  
Steamer Quoddy, shore, 5000 lbs. fresh fish.  
Steamer Nomad, shore, 7000 lbs. fresh fish.  
Steamer Weazel, shore, 3700 lbs. fresh fish.  
Steamer Prince Olaf, shore, 3500 lbs. fresh fish.  
Sch. Frances P. Mesquita, via Boston, 60,000 lbs. fresh fish.

#### Vessels Sailed.

Sch. Elizabeth N., salt bank cod trawling.  
Sch. Monitor, halibuting.  
Sch. Corona, halibuting.  
Sch. John Hays Hammond, halibut-ing.  
Sch. Stiletto, haddocking.  
Sch. Joseph P. Johnson, haddock-ing.  
Sch. Thomas S. Gorton, haddock-ing.  
Sch. Jorgina, (new), haddocking.  
Sch. Eleanor DeCosta, (new), haddocking.  
Sch. Lillian, haddocking.  
Sch. Harmony, haddocking.  
Sch. Clara G. Silva, haddocking.  
Sch. Gladys and Nellie, haddocking.  
Sch. A. C. Newhall, haddocking.

#### TODAY'S FISH MARKET.

##### Salt Fish.

Handline Georges codfish, large, \$5; medium, \$4.50; snappers, \$3.  
Trawl, Georges codfish, large, \$4.75; medium, \$4.25.  
Eastern halibut codfish, large, \$4.50; medium, \$4.  
Haddock, \$2.  
Pollock, \$2.  
Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.  
Hake, \$1.75.  
All codfish with napes picked bring 25c over the above prices.

##### Fresh Fish.

Haddock, \$1.10.  
Large cod, \$2.25; mediums, \$1.75; snappers, 75c.  
Cusk, large, \$1.60; mediums, \$1.25; snappers, 60c.  
Dressed pollock, \$1.10; round, \$1.  
Fresh codfish not gilled bring 10c per cwt. less than the above prices.  
Halibut 10c per lb., right through for white and grey.

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#### New Outlet for St. John's Cod.

The St. John's, N. F., Trade Review says:

"The fish prices are merely nominal, for of course, there is nothing doing at this season. With regard to prices later in the spring, they will be at least as high as at present, and they may be higher. There has lately been inquiry for dry codfish from entirely new sources. A local business man who lately visited the United States, has been asked by a provision man in a town in Pennsylvania to supply him with from 3000 to 4000 quintals a year to begin with, and good prices are assured. This only amounts to one cargo, but it might be noted in this connection that there are hundreds of towns in the United States where similar contracts could be made, if the matter were thoroughly looked into."

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#### Some Recent Haddock Stocks and Shares.

Sch. Harmony, Capt. Christopher Gibbs, stocked \$1830 as the result of her recent haddock trip, the crew sharing \$35.55 clear.

Sch. Stiletto, Capt. Reuben Cameron, stocked \$1650 as the result of her recent trip haddocking, the crew sharing \$34.70 clear.

The crew of sch. Morning Star, Capt. Freeman Decker, shared \$46.15 as the result of their recent haddocking trip.

## SINGLE ARRIVAL AT T WHARF.

### BUT DEALERS HAVE AMPLE SUPPLY OF FRESH FISH FOR PRESENT DEMANDS.

T wharf closes its fish week with one lonesome arrival, and that one a shore sloop, one of the "smoke boats," with 1500 weight of codfish, which sold at \$3.75 right through.

The concerns have fish enough and have had enough all the week, but even at that, the Monday morning market will be all right. The boats will not fish today. They may get a chance tomorrow if it does not blow too hard.

#### Boston Arrivals.

The fares and prices in detail are. Sloop Morning Star, 1500 cod. Cod, \$3.75 per cwt.

#### Fishermen Up in Arms.

New Orleans fishermen in general are up in arms against the state fish commission, for its recent announcement that the close season will be enforced by all means. The fish dealers are also indignant on account of the latest ruling, which states that fish during the close season can be shipped to Louisiana from Texas and Florida.

The fish commission will not permit salt water fish to be brought in from nearby points, namely, Mississippi, and Alabama. This is a direct violation of the Intercommerce laws, and an appeal will be made to the federal authorities at Washington for redress. The fish dealers, as well as the shippers, have come to the conclusion that it will be advisable to test the law by securing an injunction against the fish commission, restraining them from permitting the importation into Louisiana of fish from favored states. The claim of the fishermen is that the Louisiana fish commission has not the right to grant permission to bring in fish from Texas and Florida, while restraining the importation of fish from Mississippi and Alabama.

#### Portland Fish Notes.

Practically no fish were brought here Thursday, as the weather was so rough that neither trawlers nor netters could get a chance to land a fare.

Thursday the price being paid fishermen for bale lobsters was 50 cents a pound, the highest ever known, but no advance over the price of the day before.

The fishing schooner Rebecca, bound from Boston for the Bank shack fishing, came in about dark Thursday evening. The captain reported that his glass having fallen to 29, with indications of a hurricane, he thought it best to run in here for shelter.

#### Shad and Alewives in Boston.

Shad and alewives came over from New York to T wharf yesterday morning in larger quantities than before this season. The shad were offered on the market at a very low price tentatively with the expectation of opening the market at Boston for the southern fish, which are now coming to New York in considerable numbers.

The alewives came just in time to please some of the fishermen, who, now that the fish have begun to come nearer shore, have been anxious to get fresh bait. For bait the alewives were far from cheap, but the dealers who had them found ready buyers.

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#### Week's Receipts at Boston.

For the fish week ending Friday there were landed at T wharf, Boston, 86 fares of fish aggregating 3,440,150 pounds of fresh fish, against 78 arrivals with 1,702,700 pounds for the corresponding week last year. The week's receipts is one of the largest on record at the pier in recent years, although there have been days, a few years ago, when nearly 2,000,000 pounds were at the pier when the bell rang.

#### Sailed on Maiden Trips.

The handsome new schs. Jorgina and Eleanor DeCosta sailed on their maiden trips this forenoon with bunting gaily flying and the friends of the captains and crews giving them a send-off as they left the wharf. The tug and whistles about the harbor front gave them a good luck salute as they passed out by. Both crafts are going haddocking.

#### Landed Golden Codfish.

A golden codfish, measuring 18 inches and weighing four pounds, was brought into T wharf, Boston, yesterday by the fishing sch. Mary C. Santos, and attracted much attention from fishermen and dealers. This species of cod is very rare and it is the first one captured for several years. It was caught on Georges bank.

#### Salt Mackerel Imports.

Imports of salt mackerel at Boston to date of the catch of 1910 are 33,678 barrels against 32,868 barrels at this time last year, of the catch of 1909.

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#### Digby Fishing Notes.

Sch. Quickstep, Capt. William Snow, was towed out of the Racquette a few days ago by tug Moto and is ready for the fishing grounds with a full crew and full supply of bait and ice. The Quickstep has been thoroughly overhauled, newly painted and is the first vessel to get away in her summer rig.

Sch. Albert J. Lutz, Capt. John Apt, which is fitting out for halibut fishing, sailed from the Racquette to Port Wade, Monday.

Sch. Effie Morrissey, Capt. Ansel Snow, is receiving her summer rig and will soon be ready to sail on her first trip of the season.

#### Yarmouth, N. S., Arrivals.

The schs. Grace Darling, with 3500 halibut and Oliver T. Killam with 3500 halibut arrived at Yarmouth, N. S., Thursday morning. The fares were shipped to Boston by W. A. Killam.

#### Fitting for Seining.

Sch. Sylvania, Capt. Lemuel Firth, began to fit out for a southern mackerel seining trip this morning, and will get away this week.

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#### Japanese Goldfish are Popular.

The Japanese goldfish having become very popular in London as a result of the Japan-British Exposition, an experimental spawning has been accomplished. It is now said that some Englishmen are to make a thorough experiment the next three years, preparatory to forming a goldfish company. At the same time the authorities of the Imperial government and of the Tokyo Prefecture are planning to encourage the export of this fish, in co-operation with the United Industrial Association of Tokyo.

#### Will Inspect Sch. Colonial.

John Tuck of North Sydney, C. B., one of the best divers of the Provinces, has been engaged to make an inspection of the sch. Colonial, which was wrecked off Burges, N. F., two weeks ago. Mr. Tuck left with his diving outfit a few days ago for the scene of the wreck.

#### Salt Bank Dory Handliners Sailed.

Schs. Tattler, Capt. Alden Geel, and Flirt, Capt. Robert Winslow, the first of the salt bank dory handline fleet to make a start this season, sailed from here this morning.

#### Stocked \$1550 on Haddock Trip.

Sch. Effie M. Prior, Capt. Asa Baker, stocked \$1550 on her recent haddock trip, the crew sharing \$30.33 clear.

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#### Fish Rivals Meat in Manitoba.

Wheat, for years the leading product of Manitoba, Canada, has now a contender for that honor in fish, according to Consul General John E. Jones at Winnipeg. The fishing industry there has developed to such an extent that it ranks second to wheat in importance, says the consul.

For years the states along the international border were dependent upon Manitoba for fresh fish, but recent years have witnessed the introduction of Manitoba fish on the general markets of the United States. The middle states are the principal consumers, but frequently fish from that district have found their way to the markets as far south as Maryland. The catch is made in Lake Winnipeg.

#### For Rips Fishing.

Capt. Clifford Hopkins is here to at sch. E. C. Hussey for Rips fishing.

Capt. William Forbes and William Goodwin are expected Wednesday to fit schs. Muriel and Mina Swim for Rips fishing.

The weather has been so cold that no cockles have yet been taken, so the early drifters will have no easy task in securing their favorite bait.

Quite a number of fishermen arrived here yesterday to engage in Rips fishing.







# THREE ARRIVALS FROM GEORGES.

MARKET AND SHORE BOATS WENT OUT FOR TRY THIS MORNING.

Most of the market and shore fleet are out this morning, although it is doubtful if they get a chance to fish. Arrivals since last report are confined to one line, three of the Georges handline codfishing fleet showing up, schs. Harvard, Pauline and Senator Saulsbury.

The Harvard hails for 20,000 pounds of salt cod, sch. Pauline for 25,000 and sch. Senator Saulsbury for 15,000 pounds and each has a few halibut.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Harvard, Georges, handlining, 20,000 lbs. salt cod, 2000 lbs. halibut.  
Sch. Pauline, Georges, handlining, 25,000 lbs. salt cod, 3000 lbs. halibut.  
Sch. Senator Saulsbury, Georges, handlining, 15,000 lbs. salt cod.

Steamer Nomad, shore, 5000 lbs. fresh fish.

Steamer Mindora, shore, 7000 lbs. fresh fish.

Steamer Eagle, shore, 2000 lbs. fresh fish.

Steamer Quoddy, shore, 6000 lbs. fresh fish.

Steamer Weazel, shore, 3500 lbs. fresh fish.

Sch. Annie and Jennie, shore.

Sch. Fitz A. Oakes, shore.

Sch. Mabel E. Bryson, shore.

## Vessels Sailed.

Sch. Helen B. Thomas, haddocking.

Sch. Walter P. Goulart, haddocking.

Sch. Mary E. Cooney, Boston.

Sch. Elva L. Spurling, haddocking.

Sch. Matthew S. Greer, haddocking.

Sch. Manomet, haddocking.

Sch. Flora J. Sears, haddocking.

Sch. Edith Silveira, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Emily Sears, haddocking.

Sch. Actor, haddocking.

Sch. Annie and Jennie, Boston.

Sch. Rose Standish, haddocking.

Sch. Flirt, dory handlining.

Sch. Tattler, dory handlining.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large, \$5; medium, \$4.50; snappers, \$3.

Trawl, Georges codfish, large, \$4.75; medium, \$4.25.

Eastern halibut codfish, large, \$4.50; medium, \$4.

Haddock, \$2.

Pollock, \$2.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Hake, \$1.75.

All codfish with napes picked bring 25c over the above prices.

### Fresh Fish.

Haddock, \$1.10.

Large cod, \$2.25; mediums, \$1.75; snappers, 75c.

Cusk, large, \$1.60; mediums, \$1.25; snappers, 60c.

Dressed pollock, \$1.00; round, \$1.

Fresh codfish not gilled bring 10c per cwt. less than the above prices.

Halibut, 15 cents per lb. for white and 12 3-4 cts. for gray.

## Mexico Wants Salt Codfish.

The American consul at Frontera writes that there is an excellent demand in Mexico for salt codfish, canned lobsters, shrimps, salmon and salt mackerel. There is a profitable market if quality and price are satisfactory and goods are packed in the form required by this trade. Mackerel should be packed in medium-sized kegs and small kits for family trade, lobsters and other canned fish in one-half and one pound cans, full weight. Much fault has been found by consumers in regard to lightweight packages which are sold as full weight.

In 1909 there were exported from the United States to Mexico 105,328 pounds of cured cod, haddock, hake and pollock, worth \$5,923; 2,035 pounds of cured herring, worth \$89; 5,064 pounds of other cured fish, worth \$438; 17 barrels of pickled mackerel, worth \$233; 756,052 pounds of canned salmon, worth \$58,124; \$11,074 worth of other canned fish, \$3,784 of caviar; \$26,027 of oysters; \$15,830 of all other shellfish, and \$4,805 of all other fish and fish products.

# BLOWY WEATHER BOTHERED FLEET.

BUT T WHARF FISH SUPPLY AM- PLE FOR A DULL MARKET.

The blowy weather of the past few days along shore prevented many of the market boats from having fares at T wharf this morning, while the bad weather which has prevailed on the off-shore grounds for a week almost without any let-up also put a ban on many of the big fellows being in.

This morning there was a dozen vessels at the fish pier, three of them being from the off-shore grounds. Had there been any kind of weather at all the past few days, the dock would have been packed full of vessels this morning and the receipts would easily have totalled over a million pounds.

Even as it is there appears to be fish enough, as the market is dull and some of the codfish in today will have to go to the splitters or canners. The market boats got good prices for their catches.

From off-shore, sch. Josie and Phebe has a big catch, 103,000 pounds, over half cod, and sch. Richard hails for 78,000 pounds. Sch. Mary T. Fallon has 53,000 pounds. Of the market boats schs. Emily Cooney, Sadie M. Nunan and Elizabeth W. Nunan have fine hauls and will make good stocks.

Off-shore haddock sold at \$2 and \$2.25 and shore haddock at \$3.75 to \$4.25. Shore cod brought from \$3.50 to \$4.50 with some market cod going as low as \$2.50. There was no sale for off-shore cod at the opening. Shore cusk rose to \$3.50 and pollock \$4.

## Boston Arrivals.

The fares and prices in detail are:

Sch. Priscilla, 3000 haddock, 3000 cod, 1000 pollock.

Sch. Emily Cooney, 23,000 haddock, 1500 cod.

Sch. Valentinna, 3000 haddock, 3500 cod.

Sch. Elizabeth W. Nunan, 43,000 haddock, 6000 cod, 1000 pollock.

Sch. Josie and Phebe, 48,000 haddock, 55,000 cod.

Sch. Richard, 30,000 haddock, 48,000 cod.

Sch. Mary T. Fallon, 35,000 haddock, 18,000 cod.

Sch. A. C. Newhall, 36,000 haddock, 1000 cod, 1000 cusk.

Sch. Annie and Jennie, 2700 haddock, 300 cod.

Sch. Mary E. Cooney, 7000 haddock.

Sch. Nokomis, 9000 haddock, 700 cod, 100 hake, 400 cusk.

Sch. Sadie M. Nunan, 17,000 haddock, 9000 cod, 2000 hake, 500 cusk.

Sch. Recumseh.

Off-shore haddock, \$2 to \$2.25 per cwt.; shore haddock, \$3.75 to \$4.25; shore large cod, \$3.50 to \$4.50; market cod, \$2.50 to \$4.50; shore cusk, \$3.50; pollock, \$4.

The Fisheries Resources of British Columbia.

Hon. Richard McBride, prime minister of British Columbia, recently made an interesting address upon the great resources of that province and among other things spoke of the great fisheries resources. On account of its statistical information, this part of his address is of interest to our readers and is produced herewith:

"The fisheries of our coast employ about 12,000 men. British Columbia stands first in the production of salmon; nine-tenths of her annual output may be credited to that fish, while her catch of halibut is 10 times more than that of the Atlantic. In Nanaimo harbor, 22,500 tons of herring (45,000,000 pounds) were caught last year. Deep sea fishing for cod and halibut, oyster culture, the manufacture of fish oils and fertilizers, the canning of crabs, clams and other shellfish, the exportation of fresh fish in cold storage, and the preserving of sardines, anchovies and other small fry, are industries which might well attract the attention of capital.

"The European countries bordering the North Atlantic give employment to over a million fisher folk. Experiments have established the fact that half an hour's trawling on the Atlantic coast of Canada will bring up more fish than can be captured in six hours in the North Sea fishing grounds, and, as it is conceded by the best authorities on the subject that British Columbia's fisheries are immensely more productive than those of the Atlantic, it follows that our fisheries would support a million people without taxing them to an appreciable extent."

## TRAWLER COQUET AT NEW YORK

Arrived at Fulton Market from Second Trip on Friday.

As predicted in the Times, the British steam trawler Coquet reached Fulton Fish Market, New York, by way of Hell Gate, Friday morning, in command of Capt. Sheehy, with her second fare, carrying about 15,000 pounds of fish. Chesebro Bros., get the catch, which consists of 3000 lbs. fluke, 5000 lbs. tilefish, 1000 lbs. butterfish, 3000 lbs. haddock, 500 lbs. squid, 300 lbs. hake, 800 lbs. codfish, and 2000 lbs. mixed fish.

The vessel reached the market early in the day, with clearance papers from Digby, N. S., for which place she sailed from New York on March 16. The Coquet has to make a catch, put in at Digby, N. S., and head back to New York. It was the intention of Chesebro Bros. to get the fish out, just as soon as the customs official granted a permit.

Tied up at the Beekman street pier, the bow of the trawler is much higher out of water than on her previous visit although this time she brings 50% more fish.

## SOUTHERN MACKEREL NETTERS.

Fleet Disposed to Be Late in Starting This Season.

The southern mackerel netters appear to be in no great hurry to start south this season, although later on the fleet will probably figure out about the same size as last season.

Capt. William Price is going in sch. Manomet this year and Capt. Frank Nolan will command sch. Massasoit.

Capt. Joseph Sampson will go in sch. Mabel Bryson and Capt. Larry McGrath is booked for sch. Mabelle E. Leavitt, while Capt. McEachern will go in the Hobo. Capt. Joseph Barrett will command sch. N. A. Rowe and Capt. John Barrett will go in sch. Lillian.

## LIVELY BIDDING FOR HALIBUT.

Two Small Lots Secured by the American Halibut Company.

Fresh halibut prices were forced up this morning, there being lively bidding for the two lots, which the Georges handliners Pauline and Harvard had with their salt cod. The fare of the former brought 15 cents per pound for white and 12 cents for gray, while the latter brought 15 cents for white and 12 3-4 cents for gray, both fares going to the American Halibut Company.

## Portland Fish Notes.

Only two fish fares of any size were landed at Portland Friday, the steamer Carrie and Mildred bringing in about 5000 pounds of haddock and also a sturgeon about five feet in length, which was found in the nets and lived for several hours after being landed on the wharf. The schooner Olive F. Hutchins also brought in about 5000 pounds of mixed fish. The skipper reports a heavy gale of wind blowing outside, with a very rough sea, the conditions being so bad that some 15 tubs of gear were left on the fishing grounds, the crew being unable to gather them in, but they were in hopes to pick them up when the schooner went out Saturday morning.

The fishing schooner Watauga was hauled up on the mud at the head of Commercial wharf Friday making some necessary repairs before starting out in search of halibut.

## Halibut at Portland.

Sch. Elk is at Portland this morning with 10,000 pounds of halibut.

Sch. Senator Saulsbury, which arrived here this morning from a Georges handline codfishing trip, landed a small lot of halibut, 2000 pounds, at Portland on Saturday.

Sch. Paragon arrived at Portland this forenoon with 10,000 pounds of halibut, which sold at 10 1-2 cents per pound for white and 8 1-2 cents for gray.

The fare of sch. Rex, at Portland this morning, had previously sold for 10 1-2 cents per pound for white and 8 cents for gray.

At this port this morning two small lots of Georges handline halibut sold at 15 cents per pound for white and 12 3-4 and 12 cents for gray. They still pay pretty good prices at Gloucester for halibut.

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## Boston Fisherman Rescued.

A big naphtha launch containing two Portuguese fishermen was picked up in Lighthouse channel, Boston harbor, Saturday afternoon by the police boat Guardian, and towed to the upper harbor. The engine broke down when abreast of Hunt's ledge, and for half an hour the two men on board were struggling to prevent the boat from being carried to sea by the northwesterly gale which prevailed. They had a smaller power boat in tow, but it began to fill, and they had to cast it adrift.

The life-saving crew from Point Allerton went out and picked up the sinking tender and dragged it in on the beach; it was full of water. Lieut. Hird of the Guardian sighted the larger boat as it was drifting seaward, and he went to the assistance of the two men.

A hawser was thrown to them and, after they had made it fast, the Guardian started for the city. Off T wharf, the line was cast off, and the two men rowed their boat to the Eastern packet pier.

## Provincetown Fishermen Drowned.

Two men were drowned off Race point yesterday noon while returning from a fishing expedition. Peter Sints and Frank Noons of Provincetown started out early yesterday morning in a power dory, intending to spend the day in fishing. The weather was fine when they were drawing the trawls a strong wind suddenly sprang up, increasing rapidly until it attained the force of a gale.

The two men started for home, but as they were nearing Race Point they encountered a terrific sea, kicked up by the gale and a strong tide. The dory was finally overturned. The dory came ashore between the lighthouse and Wood End life saving station this afternoon, but the bodies have not yet been recovered.

Noons leaves a wife and two children, while Sints was unmarried.

## South Atlanta Sealer Did Poorly.

A letter received in Halifax last week, dated Stanley, Falkland Islands, February 20th, 1911, does not give a very encouraging outlook for the sealing fleet engaged in the South Atlantic fisheries.

The letter states that Capt. Gilbert of the sch. Ida May Clarke, arrived at Stanley without a single sealskin, and that Capt. Robins had only 600 sealskins, which were shipped to Europe. The letter further states that Capt. Baker had also arrived and had met with poor success.

The writer of the letter states that a mutiny broke out on board the Ida M. Clarke, but after a little time was quelled. "The men," the writer goes on to say, "have nothing coming to them and of course that makes it pretty hard; we know that poverty is no disgrace, but it is very inconvenient."

## Rapid Additions to Nova Scotia Fleet.

A very handsome schooner was launched a few days ago from the yard of W. C. Smith & Co., Lunenburg, named the Lewis H. Smith. She will be sailed by Capt. Joseph Westhaver and owned by W. C. Smith & Co., and others. Her dimensions are length 121 feet, depth of hold 11 feet, and beam 26 feet.

Three vessels are ready for launching on the LaHave, but the heavy ice in the river is the great barrier to launching. One in Naugler's yard at Marsh Cove; one in Leary's yard at Dayspring, and one in J. N. Ruffe's yard at Conquerall Bank. In each case the builders expected to have launched the vessels about the middle of last month, and thus cleared their yards for putting down keels for other vessels.

## Shetland Herring Fail.

The Lowestoft and the North Shields drifters have left Shetland, after having spent about eight weeks at the winter herring fishery. The average loss per boat on the trip amounts to about £150. It is not at all likely that there will be any attempt at a winter herring fishery in Shetland by an English fleet next year.

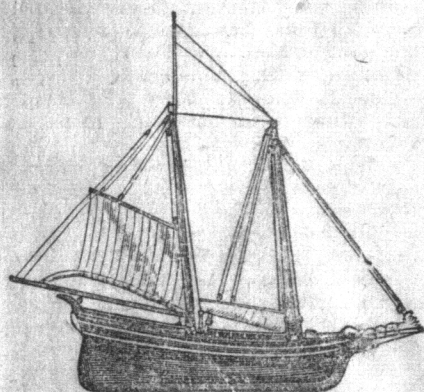
## Fishing Fleet Movements.

Sch. Muriel arrived at Shelburne, N. S., and cleared for fishing Friday last.

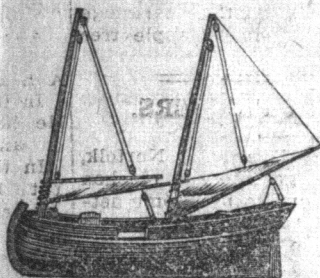


## ABOUT THE MACKEREL FISHERY.

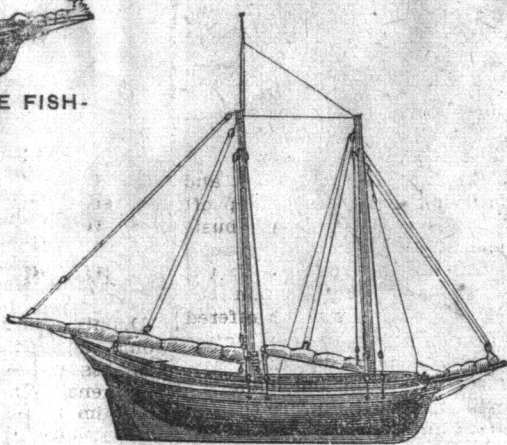
**First Caught in Sight of Cape Ann in 1630—Coastwise Trade in Mackerel in 1653—Made a Business in Gloucester About 1821—Trailing for Mackerel—Spanish Mackerel—Modes of Catching Mackerel—The Jig—Bait Mills—Catching Mackerel to Salt—First Trip to Bay of St. Lawrence—Big Catches.**



MARKET BOAT, OFF SHORE FISHING.



CHEBACCO BOAT, SHORE FISHING DURING WAR OF REVOLUTION.



PINKIE OR JIGGER, 1810.

THREE TYPES OF EARLY MACKEREL FISHING CRAFT.

This branch of the fisheries which at one time assumed such magnitude, and for several years has fallen off from the large catches which crowned the efforts of the fishermen, has a most interesting history, which we have gleaned from old records and those who were directly interested, and knew whereof they affirmed.

Of the very early history of the mackerel fishery of New England, very little is known. Governor Winthrop, standing "to and again," within sight of Cape Ann, all of one day in June, 1630, "took many mackerels," and three years later a man was lost from a passenger ship, by drowning as he was casting forth a line in trying to catch some of the fish.

As early as 1653, a coastwise trade in mackerel had commenced, and in later years it seems certain that some were shipped to foreign ports, made evident in 1692, by a remonstrance against an order passed by the general court that no person should haul ashore any mackerel with any sort of nets or seines whatever, and that no person should catch any except for use while fresh, before the 1st of July annually, in refutation of the assertion that mackerel will not "save well" in May and June, state that they have shipped mackerel caught in these months beyond sea, and add that they kept as well as those caught in other months. There can scarcely be a doubt, therefore that this fish was to some extent an article of trade among the early colonists; and we know that before the Revolutionary War, several vessels were employed in this fishery from the harbors on the south side of Massachusetts Bay; but Gloucester fishermen did not seem to give much attention to it till about 1821, for in the 13 years preceding that date, according to the inspection returns, the whole number packed here was only 1171 barrels. From this time the business greatly increased.

It was prosecuted in Gloucester by small boats, about the year 1800, and the fish were caught mostly on the inner Bank and carried fresh to the Boston market during the summer. Only the largest were saved, and these were sold for five or six cents each and sometimes a good mackerel would bring as high as 10 cents. Each boat was ballasted with pebbles; on this were placed hoghead tubs, each having a hole with a plug in it.

These tubs were filled with salt water, and as soon as the mackerel were dressed they were put into the tubs and the water changed every hour by drawing the plugs and allowing it to run off, until sufficient fish were caught to start for market, the changing of the water continuing, until the boat arrived above the Castle in Boston harbor, where it was said the water lost its coolness.

The great object, after catching the mackerel, was to get them to market before daylight, in order to have the cool of the morning to sell them in. If a boat with three men and two boys stocked \$50 a week it was considered satisfactory.

### Trailing for Mackerel.

Trailing, as it was called, was one of the means used to catch mackerel in the olden times, and one of the old fishermen informed us that when a lad, he distinctly remembered of being out in Boston Bay one day, in a boat with his father, when he saw a craft which looked very strangely to his young eyes and boy-like he asked his father what sort of a craft it was. "That's a trailer, my boy, and we will speak with him."

They sailed quite near and observed that the vessel had outriggers of long poles on each side, commencing forward at about 17 feet and tapering off to five feet aft. At the end, lines were fastened, about 20 fathoms long, with a sinker of four pounds and hook below. To each of these lines was attached a bridle, reaching to the side of the vessel, where the fishermen stood to feel the bites. This particular vessel was from Hingham, and had been out four weeks without securing even a bite, and the skipper said he was going to give it up and go home.

### Spanish Mackerel.

In 1812 a large school of Spanish mackerel visited this bay, and so plenty and numerous were they, that they would bite readily at the bare hook and seize upon small bits of line hanging from the vessel. Standing room boats were then mostly in use of from 15 to 20 tons. These rooms held from 15 to 20 barrels and the crews would catch them full in a few hours. Timothy Rogers at Rowe's bank at the head of the harbor, bought most of these mackerel fresh, after being dressed, at two cents per pound, salting them in his buildings, and the business which lasted a couple

of months was a lively and profitable one. These mackerel did not continue on the coast but a few years and have now almost entirely disappeared. There were a few caught with the other mackerel as late as 1825, since which time it is very rare to see one during the entire season.

### Modes of Catching Mackerel.

The mode of catching mackerel by drifting and trolling with bait, did not come into general use until after 1812. The gear for catching, previous to that, was a white hempen bob line, as it was called, and the style of fishing was termed "bobbing" mackerel. These lines were some seven fathoms in length with a leaden sinker two inches long, and shaped like a thin pea-pod. At one end was a gangling about a foot long for the hook. Every few minutes off would go the hook and extra hooks were always in readiness to replace those lost. This mode continued until the year 1816, when Abraham Lurvey of Pigeon Cove, discovered a method of running lead around hooks and which were afterwards called jigs. This he kept secret for several months. The hooks then in use were nearly as large as the haddock hooks today. The small lines and fly-lines did not come into use until about 1823. About this time the gaff was introduced, and was abandoned after being used some 10 years.

### Bait Mills

were not used until the year 1820 or thereabouts. Previous to this the bait was ground up by the fishermen under the heels of their heavy boots; subsequently it was pounded with mallets, then came the chopping on the block with hatchets which was considered quite an improvement and was done during the watch at night. The bait mill, however, proved the thing and came into general use after its introduction. Gordon Burnham, an ingenious and well known master ship-smith, is credited with inventing and manufacturing the bait mill. It consisted of an upright box for putting

but few mackerel packed in Gloucester, that part of the business being mostly done in Boston. Moses Gilbert was the only inspector in town until 1823 and his accommodations were quite limited. At this date several other inspectors were appointed, and the mackerel business began to assume quite a business importance.

In the year 1882, Capt. William Marshall caught a few mackerel on Georges, which were the first, so far as can be ascertained, ever caught there by a Cape Ann skipper. Mackerel have been caught there every year since, more or less, and rank in quality with the very best.

### First Trip at Bay of St. Lawrence For Mackerel.

The first trip to Bay of St. Lawrence for mackerel, from this port, was made in 1830 in the Mariner, by Capt. Charles P. Wood. She was absent but four weeks and came home full of large fat mackerel. This created quite an excitement among the fishermen, and the next season the Bay of St. Lawrence fishing commenced in good earnest. The vessels at first made but one trip and finished up their season's work on this shore. Two hundred and fifty barrels was considered a good trip for a vessel of forty or fifty tons. As soon as the business was found to be profitable, vessels of a larger class were added to the fleet, which was gradually increased so long as the fish made an appearance in those waters.

### Big Catches in the Olden Times.

The seasons of 1825 and 1831 were the greatest known for mackerel up to this date. Vessels not over 50 tons, landed upwards of 1300 barrels aver-

aging through the fleet about 800. Mackerel continued in Boston Bay, near the land, in the year 1825, until the fourth day of December, the crew of sch. Francis Elizabeth having caught 12 wash-barrels on that day. The catch was not so large as in '31 to each vessel, but the aggregate was much larger and the mackerel of better quality. These first were so plenty that the fishermen devoted the day to catching and the greater portion of the night to landing and dressing and were completely worn out by their arduous labors. One morning during the first week in December, while the fleet were some 10 miles off Eastern Point, the mackerel failed to come to the surface, after the usual throwing of bait. This was considered pretty sure token that they had gone, and the fishermen, whose sore hands and tired bodies bore evidence of the strenuous work they had accomplished in mackerel catching, were heartily glad that at last the fish had taken themselves off, and many of the fleet hoisted their flags as a token of rejoicing over the event of the mackerels' departure. The price of mackerel this year (1825), was \$5.50 for 1's; \$3.50 for 2's; \$2.50 for 3's, and out of this \$1.25 was paid for packing.

### Some of the Large Mackerel Stocks.

The largest stock which we can find recorded, in the Bay of St. Lawrence mackerel fishery, was that of sch. Col. Ellsworth, Capt. George Robinson, in 1865. She was absent about five months, her net stock amounting to \$13,728. The high liner's share was \$558; cooks, \$582. Louis Wagner, the murderer, was one of the Ellsworth's crew that year. His share amounted to \$367. Owned by Rowe & Jordan.

Sch. General Grant, Capt. Coas, in 1864, stocked on two trips to the Bay of St. Lawrence, \$11,254.94 clear of all expenses. The high liner made \$502.24 and the cook's share was \$638.17.

Sch. Nor'wester, Capt. Daniel Hillier, the same year, stocked \$9,721.74 net, in one bay trip; the high liner making \$308.60 and the cook \$406.61. Both vessels owned by John Pew & Son.

Sch. General Sherman, Capt. George W. Miner, in 1864, in a three months trip to the bay, packed 612 barrels of mackerel, her net stock amounting to \$9,696; high liner's share \$575.06. Owned by D. C. & H. Babson.

Sch. Kit Parsons, Capt. Horace Merrey, in 1865, brought in 591 barrels of mackerel having been absent about 10 weeks. Her net stock amounted to \$6,542. High liner's share \$260. Owned by Rowe & Jordan.

Sch. James G. Tarr, Capt. Robert Reeves, in 1866, stocked \$5,824 in a nine week's trip to the bay. Cook's share, \$331.76. Owned by Dodd, Tarr & Company.

Sch. Seddie C. Pyle, Capt. Richard Warren, in 1871, packed 1070 barrels of mackerel caught off this shore in addition to 18,000 southern mackerel sold fresh in New York, in the spring. Her net stock for the year was \$10,561.66. High liner's share \$491.38. Cook's share \$708.52. Owned by George Friend & Company.

Sch. Eureka, Capt. Rowe, 1868, in six months' mackereling off this shore packed 935 barrels, her stock amounting to \$10,748.33. High liner's share, \$440.82; cook's share, \$473.70. Owned by Smith & Gott and the master.

There will be several vessels fit for the mackerel fishing this year from this port, notwithstanding the ill success of last year. Let us hope that these vessels will find the fish and that this branch of the fisheries will give a good account of itself in the months ahead.



in and holding the bait after grinding, having a wooden cylinder into which were inserted semi-circular iron knife blades; attached was a crank, the turning of which furnished the grinding process which was quickly executed and gave the best of satisfaction.

Joseph Johnston Procter, who was largely engaged in the fisheries, furnished the boxes for the mills and Messrs. Leonard and Warren Burnham were among those who were actively engaged in furnishing this popular addition to the mackerel catching interest. Leonard A. Burnham informs us that when a boy he used to earn considerable pocket money by painting these bait mills during his spare hours.

In later years, Adolph Voss, a shipsmith in this city, gave his attention to the bait mill business; but the seining of mackerel caused a suspension of this industry.

#### A Lively Time Of It.

Porgie slivers and clams were the chief articles used for bait which was thrown overboard, and the fish seeing it would dart for it eagerly and then would come the time to throw over the jigs and pull in the lively fish as fast as one could haul them. Some of the most expert fishermen would run three or four lines. As soon as the fish stopped biting or disappeared, the work of dressing the mackerel and putting them in barrels was commenced and by the time this was accomplished the tired fishermen would be ready to take a needful rest. All throughout the busy scene, the attentive steward of the vessel would be on hand to serve hot coffee, "joe floggers" and other viands to the fishermen, who would not relinquish their work as long as the mackerel would bite, or there was any show to take care of the catch.

In the commencement of the mackerel fishery the crews, with some few exceptions, continued the entire season. But one settlement was made, the men who were classed as sharemen, all sharing equal, the mackerel being put together in common stock. Afterwards each man threw by himself, placing his private mark on the barrel head.

#### Catching Mackerel to Salt.

In the summer of 1818, Capt. Simeon Burnham made a trip in sch. President to Cashes for the purpose of catching mackerel to salt. This, so far as can be ascertained, was the first trip from this port, for the purpose of catching mackerel to salt; consequently to Capt. Burnham belongs the honor of being the pioneer in this branch of the business. It was considered quite an important event at the time, so much so that Capt. Benjamin Tarr was hired to go as navigator. Seventy barrels were caught on this trip and they were packed in Boston. Two years after, this branch began to increase and in 1821 several other jiggers were added to the fleet. They carried six hands and were absent about a week. The jiggers were stowed with butts and wash-barrels, and no mackerel were headed up on board until about 1820. In 1821, Samuel Wonson, Elisha M. Oakes, Robert Marston, Simeon Burnham, Samuel Brown, Nathaniel Blatchford, John Wonson, George Wonson, James Merchant, were the skippers of the jiggers, which comprised the chief part of the mackerel fleet. These jiggers ranged in tonnage from 27 to 45 tons. Prior to 1818 there were but few mackerel packed in Gloucester, that part of the business being mostly done in Boston. Moses Gilbert was the only inspector in town until 1823 and his accommodations were

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DECK SCENE ON A MACKEREL FISHERMAN.

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